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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

INFORMATION REPORT

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DATE DISTR. 5 April 1951

SUBJECT Maintenance of Rolling Stock
in the Soviet Zone

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(LISTED BELOW)

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SUPPLEMENT TO
REPORT NO.

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1. The following order issued by Herr Kramer, Director General of the Soviet Zone Railroads, dated 12 January 1951, was published in the first issue of the Official Railroad Bulletin:

"In their utilization and maintenance, our freight cars have not yet been subject to specific regulations. During recent years we experienced great difficulties in the maintenance of our rolling stock. It is well known that only cars which meet strict international requirements can be used for shipments abroad. It has not been possible to immediately improve all the rolling stock which had been heavily damaged during the last war, in such a way as to make it serviceable for all purposes. For this reason it has often been necessary to break up several trains in order to obtain one train capable of transit operations, a fact which made operations very difficult. This situation has improved, but one of the reasons it took so long is because freight cars could be repaired or inspected in every railroad repair shop in whose vicinity they happened to be. Thus it was not clear which of the repair shops was actually responsible for the status of a specific car. We have therefore assigned the individual freight cars to specific railroad repair shops in such a way that each railroad repair shop for rolling stock will henceforth be responsible for the maintenance work to be performed on specific types of cars. No freight car will be repaired after 1 January 1951 in any repair installation other than its assigned shop. Thus freight cars will always be returned to the same shop and the responsibility for the quality of the repair work will be clearly established. There can be no doubt that this measure will lead to a speedy and substantial improvement in the status of our rolling stock, since our repair shops will have to answer for the condition of the cars repaired by them. Another effect of this measure will be a more efficient specialization in the stocking of spare parts and materials and a speed-up of the repair work which again will lead to an increase of the park of operational freight cars."*

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2. An original railroad directive of 29 August 1950, entitled Dienstweisung ueber die Beheimatung der Guetervagen (Service Regulation on Rolling Stock Terminals), was obtained. **

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[REDACTED] Comment. This measure is expected to lead to an improvement in the status of the rolling stock and a speed-up in the performance of repair work. The advantages of the new procedure are the fixing of responsibilities, the specialization of the railroad repair shops on specific types of cars, and a reduction of operational costs. A drawback connected with this system would be the long trips which damaged cars possibly would have to make in order to reach their assigned terminals.

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* [REDACTED] Comment. See Annex for this directive. This service regulation is believed to be outdated in view of the decree of 12 January 1951 and the change in the organizational set-up of the railroad repair shops. See [REDACTED] Nevertheless the document is being forwarded because it furnishes information on the system of assigning freight cars to specific repair shops.

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1 Annex: 1 - Service regulation (original forwarded to Army).

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